

Old Sailing Ships
of
New England



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Charles E. Lauriat Co., 385 Washington Street
BOSTON, MASSACHUSETTS

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NEW ENGLAND in the 19th century produced a race of men who were ready to do and dare. Among them were many who loved the sea, its romance and its danger. They were also skilled in the art of ship-building. They produced maritime works which were the wonder and admiration of the world. New England men captained these vessels. They took them to the far corners of the earth, and brought them back to Salem, Newburyport, Portsmouth and Boston laden with the wealth of all nations. They sailed them through hurricanes and typhoons; they drove them on voyages which for sustained speed have never been equalled. They, their gallant deeds, and the ships with which they performed them are now history.

The deeds and achievements of New England ships still live in song and story and in this volume we have endeavored to preserve a few of these famous vessels in pictorial form. To them it is affectionately dedicated.



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The Living Age

“Hard-a-port and hard-a-lee”

A remarkable incident in the career of the Living Age of Boston which nearly collided with another ship in the dark, disaster being averted by each helmsman instantly carrying out the above command. The accompanying illustration was reproduced from a painting by Marshall Johnson owned by the family of Captain Frederic Hinckley, who was an officer of the ship at the time.

The Living Age was built in Medford in 1848 by Jotham Stetson for Edward D. Peters & Co. of Boston. She was purchased in 1852 by Wm. Appleton & Co.

She was 142 feet long and registered 727 tons.

On January 2, 1855 while on a voyage from Shanghai to New York, under Captain Holmes the Living Age struck on Pratas Shoal and became a total wreck.

A painting of this disaster by Marshall Johnson is also in the possession of the family of Captain Frederic Hinckley.



Margaret

Built at Salem in 1800 by Retire Becket for John Derby, Benjamin Pickman and Samuel Derby.

She was only 91 feet long with a capacity of 295 tons, but was a very fast sailer.

The Margaret sailed on her first voyage Nov. 25, 1800 and a part of her cargo consisted of 100 canvas bags containing 50,000 Spanish dollars.

On July 20, 1801 she anchored in the harbor of Nagasaki, being the first ship from Salem and the second American vessel to visit Japan.

After an eventful career she was wrecked at sea in 1810, while homeward bound from Naples.

This picture represents the Margaret leaving Trieste in 1802. The original was painted by Benjamin F. West.



Bonetta

Built at Duxbury in 1800.

She registered 227 tons.

This picture, showing the Bonetta, under Captain Thos. Osgood, leaving Leghorn, was made in 1805 for Captain Hardy Phippen.

The original is in the possession of Hardy P. Chapman.



Dromo

Built at Plymouth, Massachusetts.

She registered 306 tons, was owned in Marblehead and was commanded by Captain John Devereux.

This picture showing the ship off the Port of Marseilles, France, in 1836, was reproduced from an original painting by Frederix Roux that is owned by H. K. Devereux of Cleveland, Ohio.



St. Peter

Built at South Boston in 1822 by Noah Brooks for Captain John Holland.

She registered 266 tons and was commanded by Captain Nathaniel Howland. In 1837 she was sold to New Bedford.

This picture was reproduced from a water color by Jacob Peterson of Copenhagen. The original hangs in the Marine room of the Old State House at Boston.



Brig Neptune

From an original painting owned by the daughter of Captain Harris, one of her commanders.

A brig of 214 tons called the Neptune was built by Foster & Co. on the North River in Scituate, Mass. in 1823 for David Ellis of Boston.

A brig Neptune, probably the same, was owned by Joseph Peabody of Salem and was commanded at various times by Captains Nathaniel Griffin, Amos Lamson and William Osgood.

The Custom House records show that the Brig Neptune, Captain William Osgood, arrived in Salem, September 15, 1832 with a full cargo of pepper from Sumatra on which the duties were \$8,534.96.

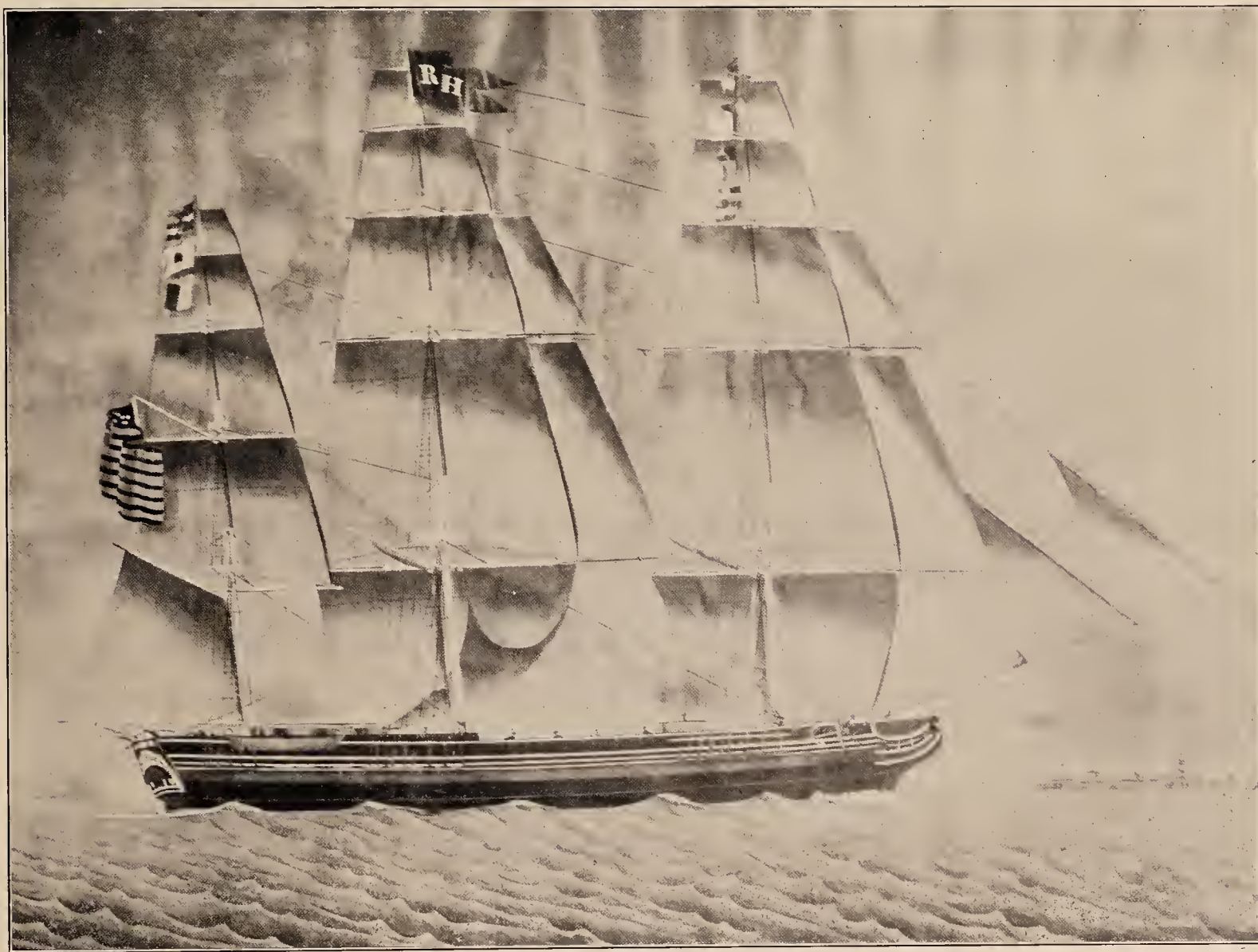


Robin Hood

Built at South Boston, 1824, by Lot Wheelright.

She registered 395 tons and was owned by the builder and others. In 1846 she was sailing the seas as a whaler, hailing from Mystic, Conn.

The original of this picture hangs in the Marine Room of the Old State House at Boston. It is a water color by Peter Mazzinghi and shows the ship entering the port of Leghorn in 1835.



Brookline

Built at Medford by Thacher Magoun in 1831 for Henry Oxnard.

She registered 364 tons and was a fine type of the Medford built merchant ship of that period.

For many years she was owned in Salem by Stephen Phillips and under the command of Captains Pierce, Kennedy, Robinson and Charles H. Allen, she made many trips to the East Indies. She was eventually sold to New London owners and became a whaler. In 1861 she was condemned and broken up at Buenos Aires.

This picture was made from a painting owned by Charles H. Allen, which shows the ship leaving Salem for Manila, August 26, 1839.



Burlington

Built at Brookline, Mass. in 1833 by Magoun and Turner. Owned by Rice and Thaxter of Boston.

She registered 406 tons and was commanded by Captain John Lovett.

While on a voyage from New Orleans to Havre, loaded with cotton, she was struck by lightning, March 15, 1840, in latitude 37 degrees North, longitude 54.40 West, set on fire and completely destroyed.

The original of this picture is a painting on glass and hangs in the Marine Room of the Old State House at Boston.



Spartan

Built at Newbury in 1834 by George Buntin and J. B. Hervey.

She registered 475 tons and was commanded by Captain Charles Buntin.

The original of this picture is a painting by Frederick Roux. It shows the ship leaving Havre, May 26, 1836, and is owned by Mr. Joseph Morrill.

The Spartan was wrecked at Nassau in 1840.



Leodes

Built at Kingston, Mass., in 1841 by Lysander Bartlett for Col. John Sever.

This ship, one of the largest built on the Jones River, registered 445 tons.

She was launched at midnight, since, at the time, the night tides were higher than the day tides. Tar barrels were burned on both sides of the river to give light for the workmen and spectators.

The original of this picture is a painting by J. Spin of Amsterdam and shows the ship entering Browsershaven, May 1856. At that time she was owned in Boston and was commanded by Captain Edward Graves.



Euphrasia

Built at Newburyport in 1842 for T. Buntin and others. She registered 487 tons.

In August 1845, while on a voyage from Baltimore to Valparaiso, the Euphrasia rescued seven men from the wreck of the British Brig C. W. E. R. in the north Atlantic and took them to Valparaiso.

This picture, showing the ship entering Liverpool in 1847, was reproduced from an oil painting by S. Walters.



Brig Autumn

Built in 1843.

This picture is reproduced from a water color by Peter Mazzinghi and shows the Brig leaving Palermo, Sicily, under the command of Captain Moses Brown.

The original painting is in the Marine Room of the Old State House, Boston, Mass.



Cygnets

Built at Medford in 1844 by Waterman and Elwell; owned by Wm. Appleton & Co.
of Boston.

She was 135 feet long and registered 498 tons.

This picture is from a painting by Marshall Johnson and shows the ship off Gibraltar.



Judah Touro

Built at Portsmouth, N. H. in 1844.

She registered 640 tons and was named for a well-known merchant of New Orleans, Louisiana.

Judah Touro was born in Newport, R. I. in 1775. After an adventurous career, he settled in New Orleans in 1802 where he acquired a large fortune, of which he made a most liberal use, contributing at one time \$10,000 to the Bunker Hill Memorial Association. In the Battle of New Orleans he served as a volunteer and was severely wounded. Dying in 1854, he bequeathed nearly all of his great property to New Orleans Charitable Institutions.

In 1856, the ship Judah Touro was owned in Boston by John G. Moses.

This picture is reproduced from an oil painting by S. Walters.



Huguenot

Built at Newburyport in 1845, by John Currier, Jr. for J. Hale, J. Currier, and others.

She registered 897 tons. Captain Alexander Graves was her first commander.

“This fine ship, which is the largest ever constructed on our river, was towed to sea last Saturday by the Steamer Decatur. She made a fine appearance moving down the harbor and was under sail soon after crossing the bar. Her cabins and accommodations for the sailors are the finest of any ship yet built at this port.”

Newburyport Watchman
January 1846



Siam

Built at Portsmouth, N. H. in 1847. She registered 726 tons and was owned in Salem, Mass. by Tucker Daland.

Her best known commanders were Captain Ebenezer Graves of Marblehead and Captain King.

The original of this picture was painted by a Chinese artist at Whampoa and is now in the Marine Room of the Peabody Museum at Salem.



Carnatic

Built at Saco, Maine, in 1847.

She registered 602 tons. Captains John Devereux and Horace Broughton of Marblehead were her best known commanders.

The picture shows the ship in a hurricane in the Indian Ocean on a voyage to Calcutta.

The original painting is owned by H. K. Devereux of Cleveland, Ohio, a grandson of Captain Devereux.



L. Z.

Built by Donald McKay at East Boston in 1848 for Zerega & Co. of New York.

She was 163 feet long and registered 897 tons, and was built for the cotton trade.

Mr. Zerega was a well-known New York merchant with some rather peculiar business ideas. It is said that he kept no books and would have no business transaction put on paper.

Other ships built in New England owned by this firm were the A.Z., Antarctic and the Queen of Clippers.



Castillian

Built at Newburyport 1849 by John Currier, Jr. for Micajah Lunt, Edmund Pike, William Graves and others.

She registered 993 tons and was commanded by Captain Alexander Graves.

This picture is reproduced from an oil painting by D. Macfarlane showing the ship off Liverpool, February 26, 1861, during a heavy gale.



Tejuca and Excelsior

The Tejuca was built in 1850 for Napier, Johnson & Co. of New York.

Her building was superintended by Captain Wm. D. Gregory of Marblehead and she was under his command till she was wrecked in the Atlantic Ocean, January 7, 1856.

Captain Gregory and the crew were rescued by the ship Excelsior of Kennebunk, Captain Eben Mitchell. Nothing was saved and Captain Gregory lost a valuable collection of rare and interesting articles which he had been gathering for years.

Captain Mitchell displayed rare seamanship and courage in performing this rescue. Despite the heavy sea and furious gale, he laid his ship to windward of the sinking Tejuca, close enough for the ship-wrecked sailors to leap aboard the Excelsior.

The Excelsior was built at Kennebunk, Maine in 1845.

She registered 444 tons and was owned in Boston by Daniel W. Lord, Nathaniel and Charles Dana, and others.

The original, from which this picture was made, was painted by Thos. Pitnam and is owned by Captain Gregory's family.



Albus

The Albus was commanded by Captain Michael Gregory of Marblehead.

The ship Albus arrived at the Cincha Island off the coast of Peru October 3rd, 1853. There were there at this time nearly 200 ships, all but a few of them being American or British, loading guano for various parts of the world. Among the better known Americans were the Tornado, Witchcraft, Empress of the Seas, Danube, Governor Morton and Storm King.

An interesting letter from a passenger to the New York Mail describing the Islands, inhabitants and the life can be found somewhat curtailed in Littel's Living Age volume 40.

The painting from which this picture was reproduced is owned by the family of Captain Wm. B. Gregory.



Stag-Hound

Built by Donald McKay at East Boston in 1850 for Geo. B. Upton and Sampson and Tappan of Boston.

She was 226 feet long, registered 1534 tons, and at the time of her launching was the largest and longest American merchant ship. Her figurehead was a carved and gilded Stag-Hound.

Her first commander was Captain Josiah Richardson and it is stated that on her first trip she paid for herself and made a profit of \$80,000 for her owners.

In February 1858, under the command of Captain Hussey, she sailed from Boston Light to the Equator in the remarkable time of 13 days; a record.

The Stag-Hound was burned off the coast of Brazil in 1863. Her United States' Ensign, which the Captain brought off, being the only thing saved.



Sea Serpent

Built at Portsmouth in 1850 by George Raynes for Grinnell, Minturn Co. of New York.

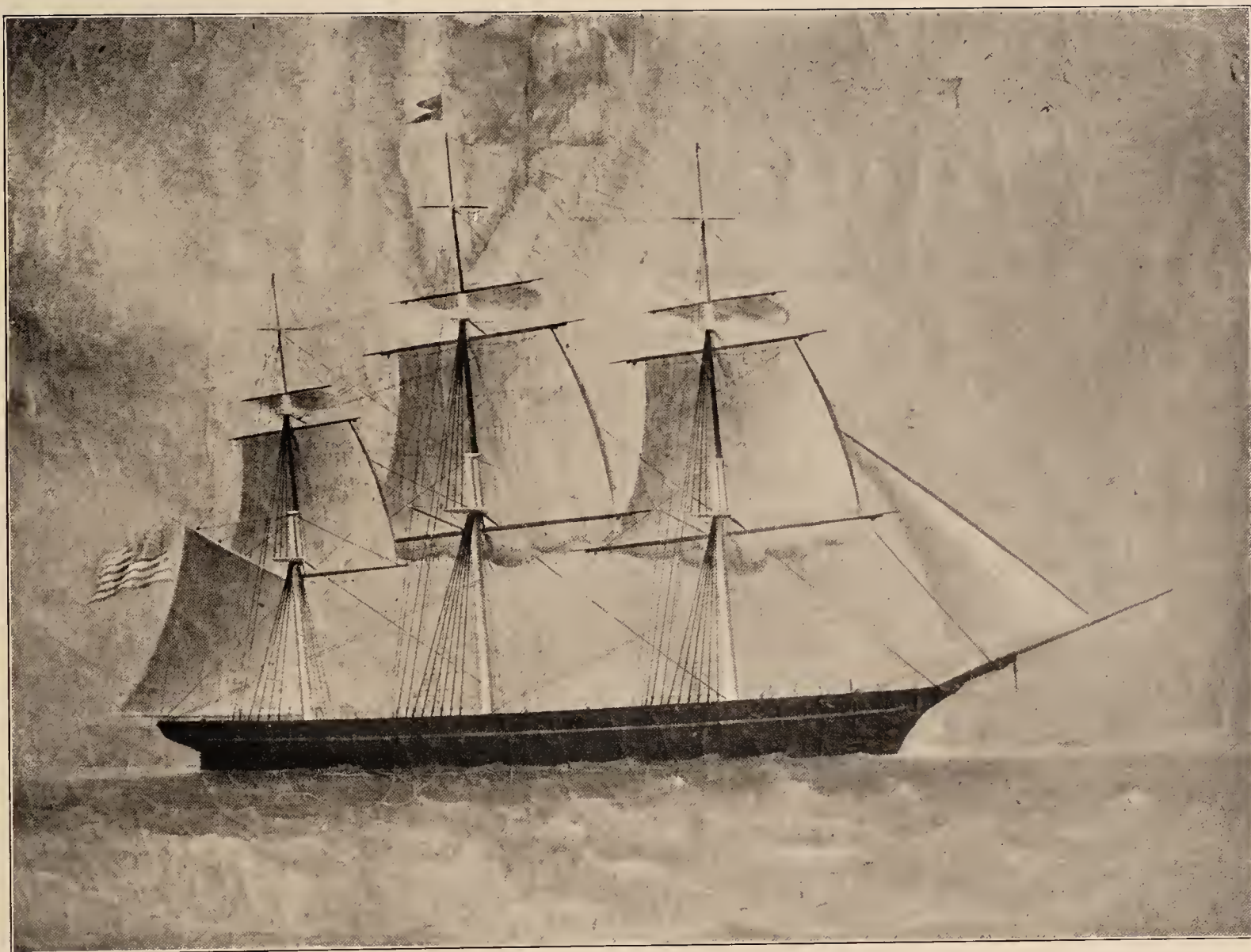
She was 194 feet long, and registered 1337 tons and was very heavily sparred and rigged, her lower masts being as long as those of the Flying Cloud, a much larger ship. She was very sharp, but proved an excellent sea boat and a very fast sailor.

In 1856 she went from Wampoa to New York in 79 days. Her best California passage was made in 1865 when she went from New York to San Francisco in 101 days.

Her first captain was William Howland of New Bedford. He was succeeded by other famous clipper ship commanders, among whom were Captains Whitmore, Pike Thorndike, Winsor and White.

In 1874 the Sea Serpent was sold to go under the Norwegian flag. Her name was changed to Progress, her hailing port being Tonsberg.

The painting from which this picture was made is in the Marine room of the Old State House, Boston, Mass.



Levi Woodbury

Built at Portsmouth, N. H. in 1851 by Fernald and Petigrew.

She registered 998 tons and was named for the Honorable Levi Woodbury of New Hampshire, who was secretary of the navy in the Cabinet of President Andrew Jackson.

In the early fifties the Levi Woodbury was listed as one of the 24 packets sailing in Enoch Train's White Diamond Line between Boston and Liverpool.

This picture shows the ship in a typhoon in the Indian Ocean.



John Bertram

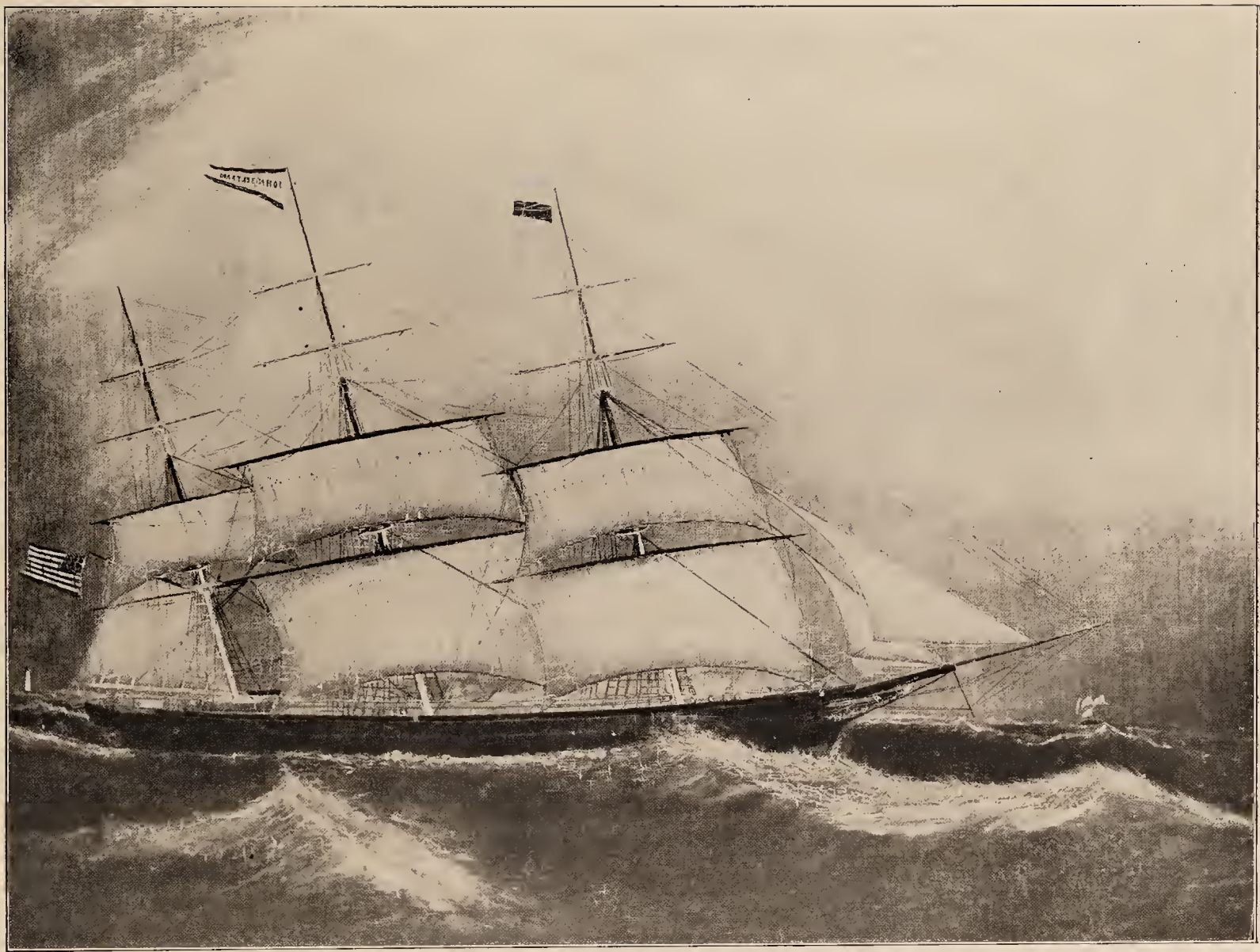
Built at East Boston in 1850 by Jackson & Elwell for Glidden and Williams for the California trade.

She was 190 feet long, registered 1080 tons, and was named for Captain John Bertram, a famous Salem merchant and Sea Captain.

For several years she was commanded by Captain Frederick Lendholm and under his charge made some very fast passages, going from Boston to San Francisco in 1852 in 105 days and from Manilla to Boston in 1854 in 90 days.

The John Bertram was sold to Hamburg owners in 1855 and was for many years a regular passenger packet between that port and New York. In her last years she was employed in the Quebec timber trade. In 1883 she was lost at sea while on a voyage from New York to Rotterdam.

The original of this picture is a painting by Clement Drew and hangs in the Peabody Museum at Salem, Mass.



Courser

Built at Medford in 1851 by Paul Curtis for Richardson & Co. of Boston.

She was 176 feet long, registered 1024 tons and was a noble looking ship, her painted ports giving her a man-of-war like appearance.

She was a very expensively built ship with many extra fittings and conveniences.

After making one trip to Cadiz, she was purchased by Wm. Appleton & Co. of Boston, and under their ownership made four trips to California from Eastern ports; her passage from Boston to San Francisco in 108 days being her best.

On April 2, 1858, Captain Cole in command, the Courser sailed from Foo Chow for New York. On April 4 she was wrecked on a shoal in the China Sea, the crew leaving in three boats. The mate's boat was attacked by Chinese junks and two seamen lost their lives. The rest escaped and reached Hong Kong next day. The other two boats arrived safely at Macao.



Flying Cloud

Built by Donald McKay at East Boston in 1851 for Enoch Train but sold to Grinnell, Minturn Co. of New York before she was launched.

She was 235 feet long and registered 1782 tons.

The Flying Cloud was one of the fastest and one of the most famous sailing ships ever built.

Her first trip to San Francisco from New York under the command of Captain Josiah Perkins Cressy was made in 89 days and 21 hours, a record that was beaten but once and that by the Flying Cloud herself in 1854, when she made the passage in 89 days and 8 hours. On her first trip, she made what was then a record run of 374 nautical miles in 24 hours. In 1856 she sailed 402 nautical miles in 24 hours.

In 1862 the Flying Cloud was sold to go under British colors and was put into the Australian trade. Later she was used in the timber trade between St. John, N. B. and London, and in 1875 was destroyed by fire in St. John.

Through the courtesy of Charles R. Patterson, the well known marine artist, this illustration from one of his paintings was obtained.



Nightingale

Built at Portsmouth in 1851 by Samuel Hanscomb.

She was 185 feet long and registered 1066 tons.

The Nightingale was planned and built to carry passengers to the World's Fair in London and her interior decorations and fittings were most elaborate. Altogether she was one of the most beautiful ships ever built. Her figurehead was a bust of Jenny Lind, the famous singer. This figurehead is now at the Boston Navy Yard.

Shortly after she was launched she was acquired by Messrs. Sampson and Tappan of Boston and under the command of Captain Samuel W. Mather she made some very fast passages to California and the East.

In 1860 she was sold to unknown parties and in 1861 was captured by a U. S. Warship with nearly a thousand slaves on board.

From 1861 to 1864 she was employed by the government as a coal and supply ship. After the war she again became a merchant trader and for a number of years was owned in Boston, at one time, by Samuel G. Reed & Co.

About 1876 she was sold and went under Norwegian colors. In 1893, rigged as a bark, she was abandoned at sea while on a voyage from Liverpool to Halifax.

This picture shows the Nightingale leaving New York for San Francisco in 1854.



Typhoon

Built at Portsmouth by Fernald & Petigrew in 1851 for D. & A. Kingsland & Co. of New York.

She was 225 feet long, registered 1611 tons and was launched fully rigged with sky-sail yards crossed and colors flying. Her figurehead was a life sized leaping horse surrounded by clouds and lightning.

Under command of Captain Chas. H. Salter, she sailed from Portsmouth March 12th, 1851 and arrived at Liverpool in a little less than 14 days.

In Liverpool the Typhoon attracted much attention as she was the first American Clipper and the largest merchant ship that had visited that port.

She was a large powerful ship and made fast passages. Her best California trip was 106 days from New York to San Francisco in 1851. In the same year, she went from the Sand Heads to the Cape of Good Hope in 37 days, a run never beaten, and only equalled once.

In 1869 she was registered as the British ship Indomitable and hailed from Dublin.



Archer

Built at Somerset, Mass. in 1852, by Hood and Co. for Crocker and Warren of New York

She was 176 feet long, registered 1098 tons, and was considered one of the very fastest Clippers. Her best run from New York to San Francisco was 106 days, which she made on her second trip in 1854 and repeated in 1860.

Among her various commanders were Captains Bursley, Crowell, Thomas, Josiah P. Cressey, Richard Evans, and Moses Pike.

In 1862 she was sold to William Perkins of Boston, who had her practically rebuilt.

After an eventful career of nearly 28 years the Archer, then rigged as a bark, foundered at sea in February 1880, while on a voyage from New York to Havre. Her crew was rescued by the steamer Naworth Castle.



Golden Eagle

Built at Medford in 1852 by Hayden and Cudworth for William Lincoln and Company of Boston

She was 192 feet long, registered 1121 tons, and had for a figurehead a gilded eagle on the wing. She was built under the superintendence of Captain Samuel A. Fabens, her first commander, who made a number of voyages in her to San Francisco.

Her best California passage, 106 days from New York to San Francisco, was made on her third trip in 1855. In 1859 she was 217 days from New York to San Francisco, 90 days of which were spent in rounding Cape Horn.

In February, 1863, the Golden Eagle was captured and burned by the Alabama while on a voyage to Cork, Ireland. She was at that time owned in New Bedford and hailed from that port.

The painting from which this picture was reproduced was made in Hong Kong and is owned by the Fabens family.



Sovereign of the Seas

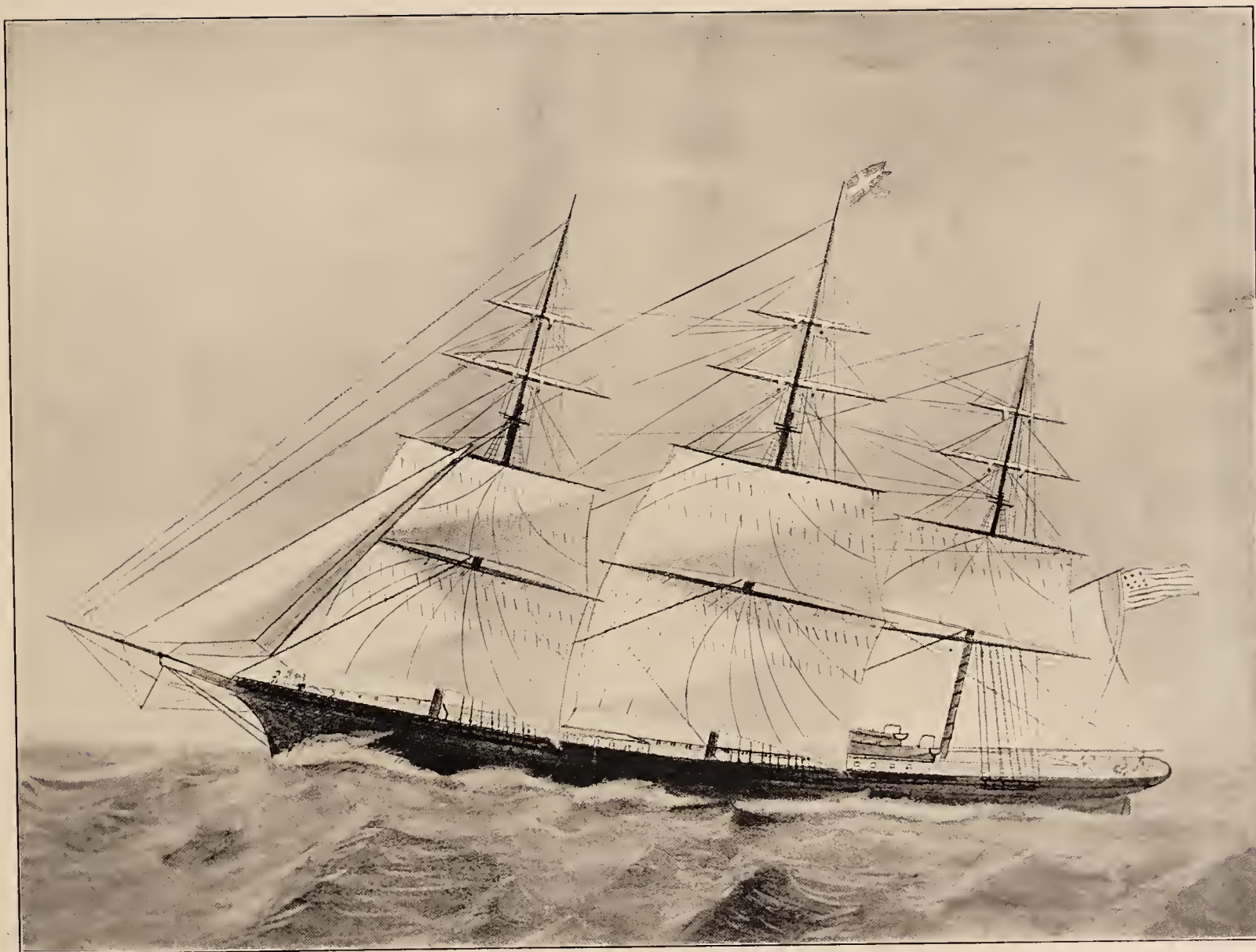
Built by Donald McKay at East Boston in 1852.

She was 258 feet long and registered 2421 tons.

At the time of her launching she was the longest, sharpest, and most beautiful merchant ship in the world. Commanded by Captain Lauchlan McKay, a brother of her builder, she sailed from New York August 4, 1852 and, in spite of being partially dismasted in the South Pacific, reached San Francisco in 103 days. From there she went to Honolulu and loaded whale oil for New York. On this trip she sailed 3562 miles in 11 consecutive days, an average of 323 miles each 24 hours. From New York to Liverpool, she made the run from dock to anchorage in 13 days and 22 hours.

The Sovereign of the Seas was sold in 1854 to a Hamburg firm. In 1859 on a voyage from Hamburg to China she ran on the Pyramid Shoal in the Strait of Malacca and became a total loss.

The original of this picture is in the MacPherson collection.



Gem of the Ocean

Built at Medford in 1852 by Hayden and Cudworth for Wm. Lincoln of Boston.

She was 152 feet long and registered 702 tons.

Her first commander was Captain Freeman Crosby. After a single Cape Horn trip she went into the Australian and Calcutta trade, which she followed until 1867 when she was sold to Pacific Coast owners for the lumber trade and was re-rigged as a bark.

In 1879 she went ashore on Vancouver Island and became a total loss.



National Eagle

Built at Medford, Mass. in 1852 by Joshua T. Foster for Fisher and Co. of Boston.

She was 179 feet long and registered 1095 tons, new measurement. Her figurehead was a large gilded eagle with outspread wings.

She was designed to carry cargo as well as to sail and was a very successful ship.

Captain Knott Pedrick of Marblehead was her first captain. Some of her other commanders were Captains Geo. Matthews, Christopher Crowell, Sylvanus Nickerson, George Bray and John Freeman Jr.

In 1884 she was driven ashore in a gale near the town of Palo on the Adriatic Sea and became a total loss.



Great Republic

Built at East Boston in 1853 by Donald McKay.

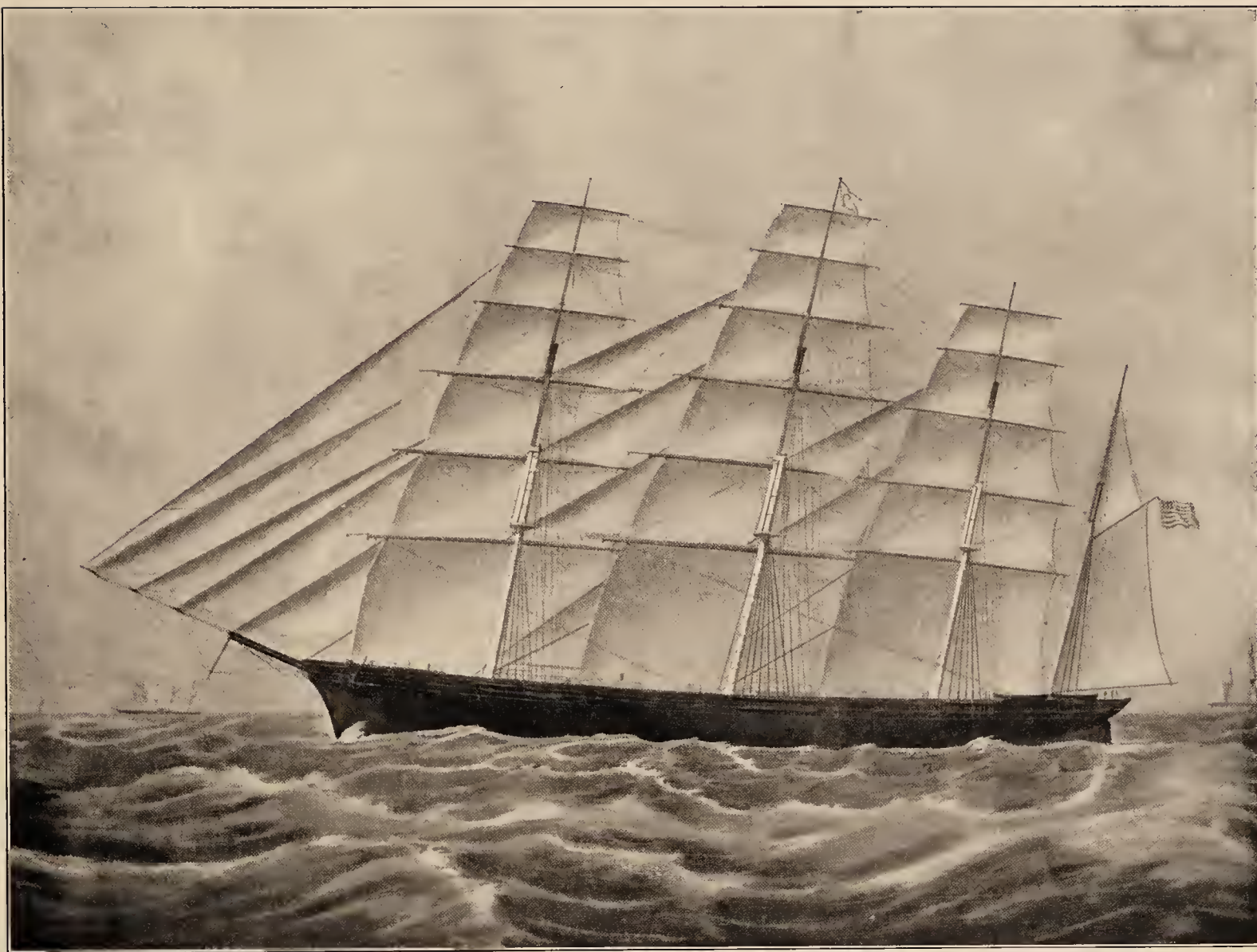
She was the largest extreme clipper ever built, being 335 feet long, 53 feet beam, and 38 feet deep, and registered 4552 tons. At the time of her launching she attracted world-wide attention, not only on account of her size but also on account of the excellence of her construction and her majestic beauty.

No vessel before or since ever had such enormous spars. She had four masts, the main mast measuring 240 feet from foot to truck, the lower mast being 44 inches in diameter. Her main yard was 121 feet long and 28 inches in diameter.

The Great Republic was intended for the Australian trade, and after being rigged she was towed to New York to load for Liverpool. When ready for sea with crew on board and sails bent, she was set on fire by blazing embers from a burning warehouse nearby. Before the fire was extinguished she was burned to the water's edge. The wreck was raised and rebuilt. The upper deck which had been burned off was not replaced and her spars and sail plan were much reduced, but she still remained the largest ship afloat and one of the fastest.

On her first trip from New York to Liverpool, under the command of Captain Limeburner she sailed from land to land in 12 days. Her first trip to San Francisco from New York was made in 92 days.

In 1869, then being owned in Great Britain, she was renamed Denmark. In 1872, while on the way from Rio Janeiro to St. John, N. B., she foundered at sea near Bermuda.



Adelaide Bell

Built in Portsmouth in 1853 by George Raynes.

She registered 1091 tons and was owned by E. F. Sise, John Chase, J. W. Pierce and Isaac Bell.



Red Jacket

Designed by Samuel H. Pook and built by George Thomas at Rockland, Maine, in 1853 for Seacomb and Taylor of Boston.

The Red Jacket was 251 feet long and registered 2305 tons. She was by many considered the handsomest and swiftest of the larger clipper ships. For a figurehead, she had a fine, full length representation of the Indian Chief for whom she was named.

Her first commander was Captain Asa Eldridge of packet ship fame, who took her from New York to Liverpool in 13 days, 1 hour and 25 minutes.

She was chartered by the White Star Line and made a round trip to Melbourne under the command of Captain Samuel Reid, going out in 69 days, and returning in 73 days. As a result of this remarkable trip she was purchased by the White Star Line and sailed in their service for a number of years, making many trips to Australia with emigrants. With the decline of the emigrant trade she was sold to go into the lumber trade between Quebec and London, being engaged in this business as late as 1882. She ended her days as a coal hulk at Cape Verde.

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Dreadnought

Built at Newburyport in 1853 by Currier and Townsend for E. D. Morgan, David Ogden, and others for the Red Cross Line of Packet Ships.

She was a medium clipper, 212 feet long, registering 1413 tons, and was very strongly built of the best material under the superintendence of Captain Samuel Samuels, her first commander.

The Dreadnought proved to be the most famous of all the Western Ocean Packet Ships.

She was known as the "Wild boat of the Atlantic", and one of the best known sailor songs, "The Dreadnought," was composed in her honor.

Under Captain Samuels she made thirty-one round voayges between New York and Liverpool, her best passage being 13 days 11 hours in 1859.

In 1864 the Dreadnought was put on the California run.

On a voyage from Liverpool to San Francisco in 1869 under the command of Captain Mayhew, she was wrecked on Cape Horn. Her crew was rescued after two weeks of suffering and privation by the Norwegian bark General Birch.



Romance of the Seas

Built at East Boston in 1853 by Donald McKay for Geo. B. Upton of Boston, for the California trade.

She was 240 feet long and registered 1782 tons. She was a beautiful ship with extremely fine lines. Her first commander was Captain Philip Dumaresq. Sailing from Boston in December 1853 she reached San Francisco in 96 days.

Her next two voyages were made under the command of Captain William W. Henry. On the third voyage the Romance of the Seas sailed from San Francisco to Shanghai in 34 days, a time that has only been beaten once.

Captain Henry was succeeded by Captain Caldwell, and he in turn by Captain A. J. Clough.

On December 31, 1862 the Romance of the Seas sailed from Hong Kong for San Francisco and was never heard from afterwards. Thirty-five lives were lost with her.

This picture was reproduced from an oil painting owned by William L. Henry, a son of Captain William W. Henry.



Herald of the Morning

Designed by Samuel H. Pook and built at Medford in 1853 by Hayden and Cudworth for Magoun and Co.

She was 203 feet long and registered 1249 tons. Although not an extreme clipper, she was quite sharp and a very fast sailer. She was a very handsome ship and her fittings and furnishings were remarkably fine.

Captain Otis Baker, Jr. of Kingston, Mass. was her first commander. In 1855 she sailed from New York to San Francisco in 99 days. In all she made 18 westward passages around Cape horn under the American Flag.

Among her commanders were Captains Lothrop, Mitchell, Williams, Sears and Winsor.

About 1879 she was sold to Norwegian owners, her hailing port being Arendal. About 1890 she was owned in London, sailing under the British Flag.

While off Cape Horn in 1859 the Herald had the unique experience of colliding with a large sperm whale. The whale was badly injured, and the ship lost part of her stem, causing her to leak badly.



Granite State

Built in 1854 by Samuel Badger at Kittery, Maine for H. D. Walker and Co. of Portsmouth, N. H.

She was 174 feet long and registered 1108 tons.

This Granite State was wrecked in 1868. Several years later a much larger ship bearing the same name was built and owned in Portsmouth.

The original of this picture, an oil painting, hangs in the Public Library at Portsmouth.



Brig Torrent

Built at Boothbay, Maine in 1854.

She was 107 feet long registered 299 tons, and was originally owned in Wiscasset, Maine. She later hailed from Boston.

Her Captain, Robert Montgomery and Arthur Libby were the principal owners.

In this vessel Herbert B. Cushing, then 13 years of age, later a well-known Boston educator, sailed on a voyage to the Mediterranean visiting Malta, Constantinople and Smyrna. He was the only passenger. From a journal which he kept, the following extract was chosen by his daughter, Constance Cushing Bessey, as the subject for the painting from which this picture was reproduced.

"Sunday, September 22, 1857, pleasant day with wind, fair and strong. At about 1 o'clock came in sight of Porto Santo. Passed and signalled a French vessel under topsails, and we under full sail. At about 5 o'clock came in sight of Madeira and the wind increasing, shortened sail."

The painting by Charles R. Patterson is owned by Mrs. Bessey, by whose courtesy it was reproduced and used in this book.



Sancho Panza

Built at Medford in 1855 by Samuel Lapham for John Ellerton Lodge of Boston.

She was 152 feet long and registered 876 tons net.

Captain Nathaniel Hale was her commander for a number of years.

The Sancho Panza was sold in London in 1863 and her name changed to Nimrod. Later she was sold to the Germans still sailing as Nimrod.

The Painting from which this picture was made is owned by Miss Kate Hale of Newburyport.



Saracen

Built by Briggs Brothers at South Boston in 1854 for Curtis and Peabody of Boston.

She registered 1266 tons. Her best-known commander was Captain John Devereaux.

This picture shows the ship at anchor in Table Bay. The painting from which it was made is owned by H. K. Devereaux of Cleveland, Ohio.



Gleaner

Built at Newburyport in 1854 by John Currier, Jr., for Micajah Lunt and others.

She registered 976 tons.

In 1858 she was commanded by Captain Micajah Lunt.

This picture is from an original by F. Cassinelli and is owned by the Judge Simpson estate.



Mary

Built at Marblehead in 1854 by Benjamin Dutton for Edward Kimball of Salem.

She was 179 feet long, registered 1148 tons and was launched fully rigged, ballasted and ready for sea.

In 1858 the Mary struck on a coral reef in the Bahamas. Captain Bridgeo, then in command succeeded in getting her off in spite of the opposition of the inhabitants of the Keys, who tried to wreck her, and took her to New Orleans. The Captain and crew were handsomely rewarded by the underwriters and owners.

The Mary was abandoned in the Pacific, off the coast of South America, in 1869.

The original of this picture was painted by Wm. York.



Walter Scott

Built at Bath, Maine in 1854 by Stephen Larrabee for Maine and Massachusetts owners.

She was 192 feet long, registered 1196 tons and had a billet head and a square stern.

Her first captain was John P. Smith of Bath, who was also one of her chief owners.

The Walter Scott was destroyed by fire in Flushing Roads, April 18, 1862.

The original of this picture was painted on glass by P. W. Weytz of Antwerp and shows the ship passing Flushing in 1860.



Nabob

Built at Chelsea, Mass. in 1854 by John Taylor for William Appleton and Co. of Boston

She was 194 feet long, 38 feet beam, and registered 1245 tons.

She was a handsome ship with an eagle for a figurehead and, while not an extreme clipper, was a very fast sailer.

Among the men who commanded the Nabob were Captains Dewhurst, W. H. Bartlett, Wm. Cole, and John Baxter.

She was wrecked in November, 1862, on the north coast of Luzon while on a trip from Liverpool to Shanghai.

The original of this picture was painted by a Chinese artist.



Isaac H. Boardman

Built at Portsmouth in 1855.

She registered 1432 tons, and was owned in Newburyport.

The original of this picture is owned by Miss Etta Boardman of Newburyport.



Ganges

Built by Hugh R. McKay at East Boston in 1855 for W. S. Bullard of Boston.

She was 192 feet long and registered 1254 tons.

In 1863 she was sold to go under British colors. Her last commander under the American Flag was Captain Samuel Augustus Fabens of Marblehead.

Under Captain Thomas Funnell the Ganges made two trips to Auckland, New Zealand, with emigrants; the first trip was made in 1863; the second in 1864-65. This latter trip was made in 90 days, a fast passage. The ship sailed from Queenstown with 422 Government emigrants. During the voyage, two sailors were lost overboard and 56 passengers died from bronchitis and whooping cough, all but two of them being children. There were 16 births.

The original of this picture is a painting owned by the family of Professor Barrett Wendell of Portsmouth, New Hampshire.



Noonday

Built at Portsmouth in 1855 by Fernald and Petigrew for Henry Hastings of Boston.

She was 200 feet long and registered 1189 tons.

Her first commander was Captain W. B. Gerry of Marblehead.

The Noonday made four complete trips from eastern ports to California, her best time being made on her second trip in 1857 under Captain Brock, when she went from Boston to San Francisco in 117 days.

Captain Henry, formerly of the Romance of the Seas, was her captain for two complete voyages and was in command when just at noon, on January 1st, 1863 on her fifth voyage, she struck a rock off the Faralones and sank in 40 fathoms. All hands were rescued by a nearby Pilot boat but saved only a small portion of their effects. Captain Henry losing all his journals and logs.

The rock on which she struck was not charted. Afterwards it was known at Noon-day Rock.

The value of the ship and cargo were estimated at \$450,000.

The original of this picture is an oil painting owned by William L. Henry, a son of Captain William W. Henry.



Benares

Built at East Boston in 1856 by Hugh R. McKay.

She registered 1440 tons.

The Benares, under the command of Captain Frederic Hinckley of Boston, encountered a typhoon in the China Sea which very nearly wrecked her.

The accompanying picture, from an oil painting by Marshall Johnson, shows her at this critical time.



Sarah Newman

Built at Newburyport in 1857 by John Currier, Jr., owned by Charles Wills.

She registered 899 tons and was commanded by Captain Cobb.

The original of this picture, an oil painting, hangs in the Public Library at Newburyport.



Albert Edward

Built at Newburyport in 1860 by Eben Manson for Albert Currier and others.

She registered 840 tons and was commanded by Captain Thomas MacKenney.

This picture was reproduced from a painting by C. J. Walden.



Sooloo

Built at East Boston in 1861 by John and Justin Taylor for J. H. Silsbee, B. H. Silsbee, G. Z. Silsbee, W. D. Pickman and George H. Allen of Salem.

She registered 784 tons net.

The Sooloo made 19 voyages, nearly all of which were to the East Indies. Her Captains were Charles H. Allen, Jr., Daniel H. Hutchinson, John H. Shatswell, and W. Frank Powers.

On her 19th voyage she was run into off South Shoals lightship by the schooner Messinger. The Sooloo received considerable damage to spars and hull, but was worked into Vineyard Haven and from there was towed to Boston.

Subsequently she was sold and converted into a coal barge. She foundered in November 1892 on Pollock Rip Shoal while being towed to an Eastern port deeply laden with coal.

This illustration is from a painting by Charles R. Patterson.



Winona

Built at Newburyport in 1862 by John Currier, Jr., for Micajah Lunt and others.

She was 189 feet long and registered 1246 tons and was at one time commanded by Captain Stephen F. Bray.

In 1907 she was owned in Sweden and was named the Fidelio.

The original of this picture is a painting by J. Hughes and is owned by William George Bray of Newburyport.



Mindoro

Built at East Boston in 1864 by John and Justin Taylor for Silsbee, Allen and Pickman of Salem.

She was 168 feet long and registered 1021 tons.

Her first Captain was Charles H. Allen, Jr., who made three voyages and he was followed in turn by Captains B. O. Reynolds, S. P. Bray, Jr., Henry Gardner, D. H. Hutchinson, W. Frank Powars, Charles Beadle, J. W. Luscomb and B. C. Creelman.

The Mindoro was the last of a long procession of full-rigged Indiamen that hailed from the port of Salem. From 1864 to 1893 she made many trips to the East Indies. In 1893 upon unloading her cargo from the Far East at Boston, she was towed to Salem. After remaining three years tied up to the wharf, she was sold to New York owners and converted into a coal barge.

This picture is from a painting by Charles R. Patterson.



Tennyson

Built at Newburyport in 1865 by John Currier, Jr., for William Graves and others.

She registered 1247 tons.

Her first commander was Captain Edward Graves and on June 21, 1865 she sailed from Newburyport for Bangor, Maine to load lumber for England.

The Tennyson was lost at sea, January 22, 1873.



Augusta

Built at Newburyport in 1868 by John Currier, Jr.

She registered 1326 tons.

The original of this picture was a photograph taken in Calcutta in 1870 and shows the ship moored in the Hoogly while awaiting her cargo.



Glory of the Seas

Built at East Boston in 1869 by Donald McKay, the last ship built by him.

She was 240 feet long and registered 2102 tons, was very strongly built, and was a fast and powerful ship.

January 18, 1847 she arrived in San Francisco, 94 days from New York.

After an eventful career of more than 50 years the famous old ship was dismantled and burned for her metal in Puget Sound in 1926.



Matchless

Built at East Boston in 1870 by Curtis, Smith and Cushman for James H. Dawes and others.

She registered 1198 tons.

Under the command of Captain Dawes she made 14 trips around Cape Horn. On one of these, she rescued 22 persons from the burning ship, Japan.

On June 15th, 1883 while bound from Iloilo to Boston loaded with sugar, the Matchless struck bottom off North Island in the Java Sea, sprang a leak, and on the 16th at 10:25 p.m. sank in 24 fathoms. The crew reached Anjer at 7:30 a.m. next morning in the boats having saved only a small part of their effects.

The original of this picture, an oil painting, is owned by T. F. Dawes, a grandson of Captain James H. Dawes.



Bark Taria Topan

Built at Salem, Mass. in 1870 by Edward F. Miller for Captain John Bertram and others.

She was 145 feet long and registered 631 tons.

The Taria Topan was named for a merchant of Zanzibar. She was a handsome vessel, and, for her size, a very fast sailer. For many years she made voyages between Salem and Boston and the East coast of Africa.

Her Captains were all Salem men; they were:

Captain Wm. H. Hathorne, who sailed 5 voyages; Wm. Beadle, 1 voyage; Nathan A. Bachelder, 9 voyages; Edward B. Trumbull, 7 voyages; and J. Warren Luscomb, 4 voyages.

In 1893 the Taria Topan was sold to go into the South American trade. On October 9, 1894, while on a voyage to Buenos Aires, she went ashore on Horn Island and became a total loss.

The original of this picture was painted by W. B. Stubbs and is now in the Peabody museum at Salem.



Carrie Reed

Built at Kennebunkport, Maine, in 1870 by W. Thompson.

She was 193 feet long and registered 1352 tons.

In 1876 she was sold to German owners and her name changed to Gustav and Oscar.

In 1908, known as the Adela, she was sailing under the Chilian Flag, her hailing port being Valparaiso.

This picture was reproduced from an oil painting by C. J. Waldron.



Grande

Built at Portsmouth, N. H. in 1873 by Tobey and Littlefield for Benjamin F. Jacobs and others.

She was 198 feet long and registered 1295 tons. Benjamin F. Jacobs was her first Captain.

The original of this picture is owned by Wilson Bros. of Portsmouth, N. H.



Chocorua

Built at Portsmouth, N. H. in 1874-75 by Fernald and Petigrew for Charles H. Mendum and others.

She was 177 feet long and registered 1163 tons.

Charles D. Matthews was her first captain.

The original of this picture is a painting owned by Mr. Edward C. Matthews.



Bark Amy Turner

Built at East Boston in 1877 by Smith and Townsend.

She was 174 feet long and registered 991 tons.

For many years she was owned by the well-known firm of Honolulu merchants, C. B. Brewer and Co. and was commanded first by Captain Albert W. Newell, later by Captain Charles A. Johnson.

In 1895 the Amy Turner sailed from Hong Kong to Baltimore in 88 days, a record passage.

She had a long and eventful career. In 1912 she was fitted as a barge and used on the Pacific Coast for four years after which she went to sea again under British colors as a barkentine.

In 1917 she caught fire and sank in Wellington Harbor. She was raised and in 1918 was sailing as a bark.

On the 27th day of March, 1923, rigged as a barkentine, she foundered in a hurricane in the Pacific Ocean. Four sailors of the 14 persons on board succeeded in reaching Mendocino, 28 days after the ship sank, after a terrible journey of 1000 miles in an open boat.

This picture is included here through the courtesy of Dr. L. Vernon Briggs of Boston, owner of the original.



Bark Benjamin F. Hunt, Jr.

Built at Newburyport in 1881 by George E. Currier.

She was 188 feet long and registered 1131 tons net.

She was placed under a foreign flag during the Spanish War. In 1898 she was purchased by N. W. Rice and Co., Boston, and was for a number of years engaged in the lumber trade between Boston and South American ports.

She once sailed from Turks Island to Boston in 12 days, a remarkably fast passage.

This picture is from an oil painting made by G. F. Gregory in 1887 and shows the ship off the coast of Australia in 1882.



William J. Rotch

Built at Bath, Maine in 1881 by Goss, Sawyer and Packard, for New Bedford owners.

She was 218 feet long and registered 1664 tons net.

In 1907 she was known as the Helen A. Wyman, rigged as a bark, and was owned in New York.

The painting from which this picture was reproduced is owned by Mrs. Bray of Newburyport. It was made at Calcutta by Lai Fong.



Benjamin F. Packard

Built at Bath, Maine in 1883 by Goss, Sawyer and Packard.

She was 244 feet long, registered 2130 tons and was a splendid example of the type that made the shipyards of Bath known all over the world.

Captain Zachary Allen was her commander for fifteen years.

For a number of years she hailed from Bath, Maine, later she was registered from Port Townsend, Washington.

In 1926 she completed what is believed to be her last commercial voyage when she brought a cargo of lumber from the Pacific Coast to New York.

In the presence of a little group of members of the Neptune Association of New York, Captain J. B. Martin, her last commander, hauled her ensign down on October 21, 1926.



Mary L. Cushing

Built at Newburyport in 1883 by George E. Currier.

She was 220 feet long and registered 1575 tons net.

The Mary L. Cushing was a fine example of the New England built ship which succeeded the clipper. Ships of this type, although not so swift as the clipper, were fast, handsome, and seaworthy, with a far greater cargo capacity and could be handled by a much smaller crew and were, therefore, more economical to operate.

The Mary L. Cushing is said to be the last full rigged ship built in Massachusetts.

In 1907 she was owned by the California Shipping Co. and hailed from San Francisco, being at that time bark rigged.



Bark Adam W. Spies

Built at Newburyport in 1884 by B. F. Atkinson and John T. Fillmore for William E. Barnes of New York.

She was 185 feet long and registered 1171 tons net.

She was wrecked in December 1906, was repaired and re-rigged as a schooner, and as late as 1908 was engaged in the coasting trade.



“In Their Last Harbor”

(Barks B. P. Cheney, Pactolus, St. Katherine, and Hecla.)

From a painting by Charles Robert Patterson

SANCTUARY

Their wavering shadows fall upon the reeds
That nightly whisper mockeries. Their needs
Are few; no sea borne perils vex their dreams
Nor kindly fingers heal their yawning seams.

They lean, as if for comfort, mingling spars
And gossip idly neath the waning stars
Of gales that might have blown. The tides
Flood and recede within their hollow sides.

Oh God of pity-worthy things, be kind
To these. Forbid that steam and wheel shall find
Their quiet harbor, there to jibe and mock
The dying ships that rest at Antioch.

—J. A. Q.

Courtesy of the “Pacific Marine Review”



